



# The Interchange

## Ottawa Valley Associated Railroaders - OVAR

September 2011

Issue 457

### Barry Innes Receives McEwan Award

The 2011 McEwen Award by Dave Stremes.

For the new members of OVAR, and to mark OVAR's 50<sup>th</sup> Anniversary, a brief history of the McEwen Trophy is in order. Herb McEwen was one of the early members of OVAR, and the first OVAR member to pass away, in 1966. Amongst other model activities, Herb ran a small hobby shop on Merivale Road called Mac's Hobbies. In the April 1969 issue of the Interchange, reprinted in the March 2006 issue, was an article by Dave Strong (the first committee chairman) that gave a background as to why this award was originally given to a deserving member of OVAR.

Herb McEwen was one of the very early members of OVAR. Herb was a man that worked with love steamin his younger days, horsetraded scale model steam in his later years and developed a hobby retail outlet as a sideline. We all called him "SHORTY" and when he had something to say we usually asked him to stand up on a chair so we could see him. What he lacked in physical stature he more than made for in personality, having a good word for everyone, reminiscing about some of his past experiences or ready to make a deal or swap in railroad equipment. His uncertain health never dissuaded him from taking part in activities or travelling afield to meet fellow steam enthusiasts. Wherever Herb was, there was always activity and all around good fellowship. A trophy has been established in Herb's memory. It will be awarded annually to someone who has made an outstanding contribution to the promotion and goodwill in the hobby of railroading. In addition to the trophy itself, the recipient of the award will receive a permanent memento of the award. This memento takes the form of an HO 70' Executive Business Car, painted and lettered in the livery of Herb's South Shore line. The cars are numbered in sequence beginning with #1 awarded to Joe Thomas in 1968.

The award, presented each year, is not only a memorial to Herb, but to all OVARians that have passed away over the years. One final note before we get to this year's recipient. The choice of the recipient is in the hands of a small group independent of the OVAR executive. Last year, Paul Therrien had been a member but decided to relinquish his position and I was recently asked to take his place. Thank you Paul.

This years H. L. McEwen Memorial Trophy recipient has a long history with OVAR.

- He had an item on display at the very first OVAR display table in November 1961.
- He served as the Layout Visit Coordinator in the 1960s.
- He was OVAR Chairman from 1980 to 1982, and Treasurer for 5 years.
- He has been a clinician at RailFair for many years.

### OVAR Mourns a Longtime Member

(Excerpted from the blog of Chris Lyon.)

Ralph Dipple passed away 31 July 2011, after a twenty year battle with cancer. A follow railroad hobbist and good friend, Ralph Dipple was a super guy. Anyone who had the pleasure of meeting Ralph enjoyed his zest for life and passion for running trains. I have found memories of times we spent together at Ottawa Valley Garden Railway Society.



He will be greatly missed by all of us. May he rest in peace. (Ed. A memorial service was held in Pembroke on August 7th.)

- He wrote a 5-part series called "OVAR Traditions" for the Interchange in 2007-2008.
- Co-ordinated the Operating Group that kept 2 layouts operating after the owners had died.
- For many years, he has written "Off the Mainline" for the Interchange, highlighting the members' layouts,
- And most recently he has catalogued thousands of slides for the C. Robert Craig Memorial Library.
- Finally, he has been the Chair of the McEwen Award committee for the past 7 years.

It gives me great pleasure to present the 2011 Herb McEwen Award to Barry Innes.

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and much more

## From the Private Car



### The Good Old Days

Recently I told Tony Koester that I thought the good old days of model railroading are right now. That was not to make light of our 50th anniversary year. We celebrated the history and camaraderie that have made OVAR such a great venue for the promotion of our hobby. It was an amazing year and I looked back fondly at all the events, the great friends I have made and the many accomplishments of our members throughout the past 50 years. I explained to Tony that we are now experiencing a revolution in model railroading affairs. Even though we looked back at the great modeling that was OVAR 50 years ago, we are now able to achieve so much more than was even thought possible. As I continue the development of my own HO railway empire, I cannot help but be amazed at each new thing I discover about the hobby.

First is the availability of products; never before has so much been available. The plethora of locomotives, rolling stock and paint schemes in ready-to-run or kit form make it so much easier to model a specific time and place. The detail, prototypical accuracy and operating qualities are much improved. For example, we have seen HO knuckle couplers spell the end of the horn hook X2F.

Second, the advances in DCC and sound allow us operate trains in totally new and different ways. DCC was the key game changer that revived HOTRACK. A sound equipped engine in any scale is just that much more fun to run.

Third is the impact of the internet. The information that is available online is astounding. I have been able to access so much research material on line that I have managed to get plans or photos of almost every building and track location that I plan to model and collected over 3000 digital photos from diverse sources on Vancouver Island railroading alone. Research material notwithstanding, the ability to source hobby supplies on line makes it even easier to find that oddball or out of production item. I can even look at company web sites to see if an item is in stock before I ask my local hobby shop to order it.

Fourth is the influx of youth into the hobby. It has been my great pleasure to mentor young people who are the new train nuts. This summer I did the railroad rounds with a thirteen year old who loves trains and was a sponge for every railway answer I could provide. I've had to allow the odd CONRAIL SD-50 or Dash 8 40-B powered train to ply the light rail here on my 1950s layout. He certainly reminds me of myself at that age. Even with all the other distractions available, I believe that there is still a strong incentive to move forward with and encourage youth in our hobby as much as possible.

The good old days are here.

Rob Peck.

## *The CNR 500 Ton Ice House A Variation on a Theme*

By Tom Patterson.

Those of us who model CN in HO during or prior to the steam-to-diesel transition era were delighted to see the release of a CNR 500 ton ice house model by Kanamodels some years ago. The credibility of our model railroading efforts is greatly enhanced by kits which accurately reflect our chosen prototype.

I had developed plans to scratch-build this ice house prior to the release of this model. These plans were trashed once I had examined the kit, but I used some of the ideas that I had developed to incorporate some modifications. This article describes these enhancements, and some suggestions as to how to best proceed with assembly.

### Installed Model



Located near the servicing facilities at Emerald Harbour on the author's layout, the modified Kanamodels ice house is being switched by a 70 tonner.

But, first, a bit of information concerning the prototype.

### Background

Of the many traditional Canadian railroad fixtures that quickly disappeared with the onslaught of late 20<sup>th</sup> century technology, the ice house is perhaps one of the more obscure. Designed to store blocks of ice and facilitate their distribution, these buildings were once essential terminal components on routes having traffic which required cooling in transit, such as perishable goods.

Obvious examples include the protection of frozen fish, fruit and vegetables and meat. What may not be equally as obvious is the provision of ice for the cooling systems in passenger cars and refrigeration required within dining cars. This icing process could be rather sophisticated, as is described in the RMC reference article cited below.

### Icing Operations

Material for ice houses was typically gathered by contractors, who would "farm" lakes by sawing ice blocks of slightly over 1 cubic foot, and transporting them to rail sidings, or possibly by

Continued on page 6.

## June Display

McEwan Cars and End-of-Train.

Photos by Graham Stremes.



Some original and more recent McEwan cars.



From the "Other Bill", three cabooses in SN3. 0556 as it was in 1907. 400 and 401 as in 1940.



David Stremes. CP28, a 35' Business Car. By Van Hobbies, painted by Bill Scoobie. Sister to BRS's #27.



Doug Lake. End of train Goods Van, by LGB. Also used as a crew car.



Doug Lake. HO Scale Way Car. Perhaps made in China, lettered for the PRR.



Chris Lyon. CN79128, a Point St. Charles Van by Overland, custom painted by Charles Gendron.



Dan Moffet. N Scale Van, by Trix, lettered for OVAR 79262. Dan comments "What better way to "end" the OVAR Anniversary season than with an OVAR van." It was purchased at Railfare's Second Hand Trains. If you know who detailed the car, let Dan know.



Doug Lake. HO Scale Austrian Crew car, by Rowa.

Continued on next page.

## Display

Continued from previous page.



Doug Lake. HO Scale, Passenger equipment. 1. A Passenger Combine, from a Varney kit. 2. An Austrian passenger car by Rowa. 3. An Austrian tank engine, also by Rowa.



Graham Stremes. HO Scale Business Car, by Bachmann/Spectrum, lettered for the B&M #2.



Larry Lanctot. HO Scale Fairbanks-Morse C-Liners by Life Like. Lettered for CN numbers 9344 & 9318. Additional details by MBE and A-Line have been added. They are equipped with TCS decoders and have been lightly weathered.



Eric Smith. 1. 1st & 2nd class coach. 2. Full Guard's Brake/Luggage Van by Bachmann. 3. LM&S Luggage/Parcels Van, by Lima.



Norm Levert. Scenery. Samples of his construction of sedimentary rocks from ceiling tiles.



Fred Adams. Fred & Red's Diner as Blair Line kit built for the Railfair Raffle layout.



Mike Hamer. Two Story Farmhouse in HO Scale from American Model Builders kit #140. See Mike's story behind the build on the next page.

## My Truncated Version

by Mike Hamer.

(Ed. This is Mike's story behind his Two Story Farmhouse, in the June display).

### The Story Behind the Build

This kit is one of many donated by modellers from all around the world for our CHEO raffle layout in HO Scale this year. Pete Magoun from Michigan mailed this kit, along with four others, to me for the raffle build. We received many more kits from other modellers from as far away as Australia, Cape Town South Africa, California, Virginia, Illinois, New Jersey and Ontario, to name a few places.

### Why Truncate the Structure?

While the kits were being "dished out" at a recent build meeting, I jumped at this one. Sure, I've built a number of the specialty laser kits, but I knew right away that I wanted to do something different with this model to challenge my modelling skills.

My friend, Chris Lyon and I studied the dimensions of the overall layout and we determined that there wouldn't be enough space for the entire structure, seeing as we already had numerous buildings to put together for the project. Why not angle it on a piece of farmland and nestle it up against the nicely painted backdrop?

### Truncating Process

The process was simple enough. Build the structure in full and use the latest "Saws-All for HO modellers" that I purchased last April 1<sup>st</sup> and simply splice through the building on an angle – just like cutting through a piece of pie. If you believe that story, then I've got my plot of land in Antarctica to sell you!

Nope, I built a full mock-up of the truncated structure in cardboard first, determining the precise angles to cut for each wall and roof section. I'd really prefer to make any mistakes on cardboard first ... you know "measure twice, cut once". Then I used my pieces of cardboard as templates to trace on the actual wall and roof sections.

### Painting

I ran a wash of alcohol and india ink over all wall sections first. Then I ran a series of diluted washes of pale yellow acrylic paint over the walls until I arrived at my desired effect. Windows, doors, porch pieces, lattice work and roof battens are all peel and stick.

## Tonights Speaker – Ken King

Ken King is a locomotive engineer with Canadian National, working out of Edmonton Alberta. He has been with CN for 30 years as engineer, conductor and brakeman and a year and half with the Northern Alberta Railways (NAR). His experiences with the CN and NAR has taken Ken all over Western Canada, from Prince Rupert BC and Hay River NWT, to Melville SK. Ken is married with three daughters. He is an avid HO modeller, photographer and a NMRA member and belongs to the Operations Special Interest Group (OPSIG).

## 2010-2011 OVAR Financial Report

(from Fred Adams, Treasurer)

### **Income**

Membership	\$2,725.00
Dinner Receipts	\$33,100.00
Railfair	\$1,500.00
Website Advertising	\$180.00
Video Library	\$245.65
Polo Shirt Sales	\$2,255.00
Misc.	\$145.00
Interest	<u>\$19.80</u>
Total Income	\$40,470.45

### **Expenses**

Dinner (Hall and Food)	\$28,735.00
Speaker's Dinner	\$350.00
Dinner Draw	\$250.00
Interchange Printing	\$4,712.15
Railfair	\$1,500.00
Speaker's Fee	\$3,173.00
Speaker's Plaque	\$453.21
Name Badges	\$196.46
Membership List Printing	\$181.93
OVAR Banner	\$525.45
Website	\$582.57
Video Library	\$203.38
Polo Shirts	\$2,465.67
Flea Market	\$100.00
Special Projects	\$1,044.09
Office Supplies	\$104.12
Ottawa Train Expo	\$2,000.00
Bank Fees	<u>\$49.50</u>
Total Expenses	\$46,626.68

**Net Income(-Loss)** **-\$6,156.23**

**Bank Account (at August 31, 2011)** **\$4,079.44**

### **Interchange Yard**

#### **DCC Supply & Installation.**

Installation of decoder and sound.  
Different brands diagnostic and programming.  
DCC setup and programming.

#### **Jacques Thuot**

1107-308 Second St E  
Cornwall ON K6H 1Z1  
613-938-3677  
jthuot@cnwl.igs.net

#### **Items For Sale**

Atlas Trainmaster CN 2900, \$185 (DCC and sound).  
Rapido cars: CN baggage car # 9243, Bay Sleeper # 2025,  
Cafe-bar-lounge # 2500: Asking \$38 each.  
And the CN steam generator \$ 42.  
Contact Graeme Cook at GCCook62@gmail.com

#### **Estate Sale – Sat. Sept. 17th, 2011, 9am to 12 noon.**

Where: Dave Venable's House, 6 Trevor Cres, Nepean, ON  
Good quality HO, OO and N (North American, European, British)  
steam and diesel locos, passenger and freight cars, track, turnouts,  
structures, vehicles, controllers, electronics, scenic materials, paint,  
tools, books, magazines, DVDs, pictures and more at must sell  
prices. Special price reduction on all items this event only. The sale  
will not be affected by the weather as it will take place in-doors.

Classified advertising in The Interchange is free to all OVAR members. Non-OVAR members: \$1.00 per line, with a minimum of \$5.00. Cheques or Money Orders should be made out to OVAR. Ads must include the advertisers name and telephone number. Send to the Editor.

## CNR 500 Ton Ice House

Continued from page 2.

truck to the ice house. Presumably, low grade box cars were used to move the ice to the ice houses. Given the winter climate in the Great White North, keeping ice intact while in transit during the winter may not have been a major challenge!

Nevertheless, reefer cars may have been used to transport the ice blocks, although my understanding is that these car types were used in the winter to actually prevent perishable goods, such as PEI potatoes, from freezing. Charcoal heaters were inserted in the bunkers otherwise use for ice. As a result, they may not have been available in the quantities required during the winter.

Regardless, these ice blocks were “warehoused” through use of the lower level front door, or the 3 doors situated at one end of the ice house. Presumably, the end doors were used to load ice blocks which were transported by trucks, while the lower front door was used for ice blocks arriving by rail. An external pulley lift was available for the former method, while an internal elevator existed for the former. It would appear as though this same internal elevator would be used to elevate ice blocks to the icing platform for use during summer months.

In addition, an internal trolley existed to transport ice blocks longitudinally through the ice house for either inbound or outbound movements.

The actual icing operation per se involved transporting the ice blocks to the second level “icing room” inside the ice house, so that they could be slid out the upper front door, onto the icing platform. From the platform, plank chutes were used to slide the ice blocks to the open hatches on reefer roofs. The plans published by CN SIG (see reference below) illustrate the internal configuration of this ice house.

In many cases, the cooling material loaded into CN reefers was crushed ice, augmented by salt. The author was unable to determine whether this crushing and salting operation had any bearing upon the physical appearance of the ice house.

### Modelling Approach

As mentioned above, I had roughed out plans to scratch-build this ice house based upon the plans marketed by CN SIG. Several adjustments were included, such as lengthening the icing platform to about 80 feet. This would allow two 40 foot reefers to be serviced simultaneously. Also, this platform extension would “soften up” the rather “boxy” appearance of the original model, and provide space for a more safety-sensitive ladder to the icing platform.

The purpose of the article is to describe how I adapted this model and its assembly instructions to suit my purposes. The following subjects are addressed: Building and Base, Roof and Platform. In addition, a section devoted to painting and finishing is included. It is important to determine how your model will be painted beforehand. In fact, the assembly instructions for this model include a full page on the subject of “Working with Wood”, which is very good. Both of these topics should be absorbed beforehand.

### Building and Base

Those exacting modellers among us who carry a scale ruler in

the back pocket at all times will be pleased to know that this model offers some easy targets for their discriminating attention. There are several variances between the model, and the plans of this building which were published by the CN SIG. For example, the siding material is not “shiplap”, but scribed, and the model does not conform exactly to the length and width contained in these plans. These are not very serious matters – the model still provides a credible representation of this ice house. In fact, the wall material is good quality 1/16 inch basswood, which has been cleanly cut using laser technology.

What is more serious is that the base casting is about 1/8 inch too deep. The 4 short beams that reinforce the base must be cut, reduced in length to conform with the depth of the wall sheets, and then glued back together.

I chose to build the model on a sheet plastic base, simply to avoid breaking the platform supports after assembly.

### Ice House Base



This photograph illustrates how the modified building base is attached to a plastic footing. Also shown are the extended, and thinner, icing platform. One more post was added to the supporting posts, and more substantial bases were made for the posts.

### Building Components



Although the building was assembled using most of the material provided in the kit, modifications were made. A brace was added to the building to minimize the possibility of warping. Also, braces were added to the revised roof for the same reason.

The conclusion of Tom's article will appear in the next issue.

# FROM THE EDITOR'S DESK



## We Are Always Learning.

Welcome to a new season of OVAR. I hope everyone has had a good summer enjoying the weather, family, and of course, all things trains. I first want to thank Tom Badenoch for gently nudging me to accept the role of your new Interchange Editor. It has been quite the journey, from last June to now. There were times, earlier in the summer when I did not feel like thanking Tom, when I was starting to learn to use a desktop publishing program, and feeling very frustrated and way in over my head. But I accepted the job as an opportunity to learn something new, something I would not have otherwise tried, and successfully I think produced my first issue. This experience has inspired me get back to those unfinished modeling projects that always seem to have new and difficult tasks that get you bogged down. Thank you Tom.

While I have mastered the basics of the new software, it will still take longer to prepare an issue than others with more experience. I also have the usual demands on my time by my family, employer and, oh yes, the desire to enjoy other aspects of railroading. So it will be very helpful to receive any content for the Interchange you are submitting as far in advance of the deadline as is possible. And, of course, I will need all the content you all can provide. The Interchange will only be as good as we all make it.

Happy Railroading,  
Dave Copeland.



Getting ready to resume work on my CPR Meadowvale Station from Hamilton Model Works.

### Also, in upcoming issues

An update from Norm Levert on the Montawa.  
Tom Patterson's, CNR Ice House, Part 2  
Tom Badenoch Remodels his Northern Pontiac Railway

## Important Announcements

### Membership Department

Please review the information in the Membership List and let me know if any changes are required.

*Monique Adams.*

Email: [membership@ovar.ca](mailto:membership@ovar.ca)

### 50th Anniversary Dinner Photos

All photos taken at OVAR's 50th Anniversary Dinner last April are available on the Web for viewing or download. You can experience once again this memorable evening through the lenses of Ray Farand and Ian McCord at [www.photobucket.com/ovar](http://www.photobucket.com/ovar) or by visiting OVAR's website.

For those who wish to print one of the group photos taken on that evening, a high-resolution copy can be downloaded at [http://www.ovar.ca/50th\\_anniversary\\_dinner.htm](http://www.ovar.ca/50th_anniversary_dinner.htm) or by visiting OVAR's website.

## Railfair 34 - October 15-16

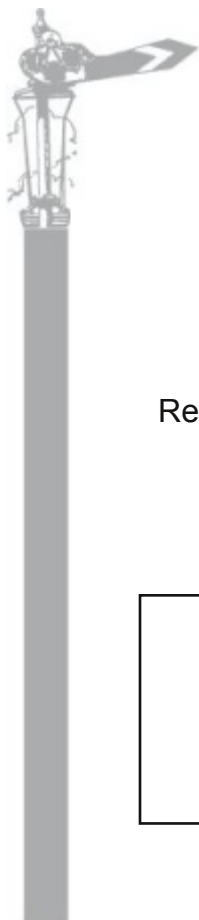
**Free coffee!**  
**Free doughnut!**  
**Free Railfair admission!**

Become a **Railfair 34** volunteer this October and get all three!

Contact Ko Nakamura  
( [konak@sympatico.ca](mailto:konak@sympatico.ca) )  
to add your name to  
the volunteer list now!



**June Dinner Attendance - 135**



## Coming Next Month

### After Dinner Presentation

#### Duncan Du Fresne

Recollections of a CPR Locomotive Fireman

The Display  
Locomotives

**Tuesday**  
**October 11, 2011**

**St. Anthony Soccer Club Hall**  
**523 St. Anthony Street,**  
**Ottawa**

(just off Preston Street at the Queensway)

**Doors open at 5:30 p.m.**  
**Dinner served at 6:30 p.m.**

#### **Admission: \$25.00**

Includes dinner, facilities, program, expense, taxes and gratuities. Free parking available at St. Anthony SC or the Adult High School.

#### **Please note.**

If you cannot attend the dinner after saying you would, please call Fred Mills, the Dinner Chair, at 613-723-1911. Thank you.



## OVAR

Directory  
2011-2012

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## The Interchange

September 2011 – Issue 457

### Staff

#### Features, story ideas, comments.

The Editor @ [interchange@ovar.ca](mailto:interchange@ovar.ca)

#### Distribution and mailing.

Mike Shore  
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613-829-8867

#### Submission of articles.

The Interchange welcomes your submissions that may be of interest to club members. Material can be submitted to the Editor via email, memory stick, CD, DVD, typewritten, or even handwritten.

#### Copy Deadline.

Set Issue, Sept. 17<sup>th</sup>.

#### Printing and copying.

Impression Printing, Smiths Falls.

The Interchange is published ten times a year, September through June, by the Ottawa Valley Associated Railroaders. Opinions expressed are those of the Editors or individual authors, and are not necessarily those of OVAR.

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